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SUPPLEMENT TO
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1. The airfield is about 4 km south of Kharkov (36°15'E/50°0'N), Ukrainian SSR, just east of the highway to Hostov and east of the Osnova (36°15'E/49°56'N) marshaling yard. (For details see attached sketch).
2. The field, measuring about 2 km in EW direction, was divided into a northern (military) section and a southern (civil) section. It was used as an airfield during the war.
3. Installations of the military airfield:
 - a. Three hangars, other hangars had not been rebuilt;
 - b. A four-story main building (headquarters building and weather station);
 - c. Four or five barracks buildings west of the main road, occupied by about 400 air force personnel, including officers and NCOs with many and high war decorations;
 - d. A large underground fuel dump near the Osnova marshaling yard and a small underground fuel dump near the barracks;
 - e. Red obstacle lights were available.

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4. Some of the 100 to 150 aircraft parked at the field were of Yak-9 type (statements by co-PWs who had served with the German Air Force). There was intensive flying throughout the day, individual flights and formation flying with up to 40 aircraft being seen. Some night flying was also noticed. PWs who had served with the air force said that systematic night fighter training was being done at the field. Former German officers said that the training of the Soviet fighters was well advanced.
5. The commercial section of the field was the same size as its military section. The newly erected administration building with quarters for the civilian airfield personnel was on a 4-km long and 6-m wide approach road. South of it was a block of repair hangars arranged in a right angle. Repair work on single-engine fighters and twin-engine commercial planes was observed in these hangars in which about 150 men were employed. A plant for the preheating of oil was nearby. A two-story radio station with two steel trellis masts was east of the repair hangars.
6. A twin-engine commercial plane, according to Soviet workers operating on the Kharkov-Moscow line, daily landed and took off at the commercial airfield. In the afternoon there was intensive flying with biplanes; training 18 to 30-year-old women pilots. Thirty to forty planes were often seen taking off within a few minutes.
7. According to an airfield construction detail, the military airfield south of Kharkov and east of a marshaling yard had a runway; another was under construction.
8. Two large hangars were in both the southwestern and northwestern corners of the field. Four or five four-story air force barracks buildings were west of the field, on the opposite side of the highway. The soldiers wore light blue epaulets; the flying personnel had wings on their epaulets.
9. About 175 single-engine fighters (in-line engine, trapezoidal and rounded wings, section of fuselage forward of wings shorter than that aft of them) and twin-engine type PS-84 commercial aircraft were parked at the field.
10. Individual flights and formation flying with up to 50 fighters were seen. There was little night flying.

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Comment:

Report confirms and supplements previous information covering a period of up to late 1948. Two fighter regiments possibly trained for night fighting missions are assumed to be stationed at this modern airfield, where a basic pilot school may also be located. A section of the field is being used as a commercial airfield.

1 Annex: Airfield South of Kharkov.

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